

2003
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
100
City of Alexandria

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

| | | |
|--------------------------------------------------------------------------------------------|----------------------|----------------------------------------------------------------------------------------------------------------------------|
| North  | Interstate Route | Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined. |
|  | US Route | |
|  | Virginia State Route | |
|  | Secondary Route | |


























Special Routes

| | |
|------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Bus  | Bus - Business Route |
| | Bypas - Bypass Route |
| | Truck - Truck Route |
| ALT  | ALT - Alternate Route |
| | Wve - Wye Route connector |
|  | P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction. |
|  | The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report. |

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City of Alexandria

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year | |
|-----------------------------------------|---------------------|-------|-------|-------|------------------------------------------|------------------------------------------|--------|--------|--------|----|-------------|-------|---------------|-------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | | |
| 1 | 0.51 | 70000 | G | From: | SCL Alexandria, I-95, I-495 | | | | | F | 0.075 | F | 0.68 | 72000 | G | 2003 | |
| | | | | To: | Franklin St | | | | | | | | | | | | |
| 1 | 0.15 | 70000 | N | From: | Franklin St | | | | | N | 0.075 | N | 0.68 | 72000 | N | 2003 | |
| | | | | To: | Wilkes St, US 1 Par | | | | | | | | | | | | |
| 1 | Henry St | 0.36 | 23000 | F | From: | Wilkes St, US 1 Par | | | | | F | 0.071 | F | 25000 | F | 2003 | |
| | | | | | Combined Traffic: | 48000 | F | 97% | 1% | 2% | | | | | | | 0% |
| 1 | Henry St | 0.72 | 20000 | F | From: | King St | | | | | C | 0.078 | F | 21000 | F | 2003 | |
| | | | | | Combined Traffic: | 42000 | F | 93% | 1% | 1% | | | | | | | 4% |
| 1 | Patrick St | 0.44 | 52000 | F | From: | 1st St | | | | | F | 0.089 | F | 0.511 | 54000 | F | 2003 |
| | | | | | To: | Monroe Ave | | | | | | | | | | | |
| 1 | Jefferson Davis Hwy | 1.35 | 41000 | F | From: | Monroe Ave | | | | | C | 0.068 | F | 0.555 | 43000 | F | 2003 |
| | | | | | To: | NCL Alexandria | | | | | | | | | | | |
| 1 | Patrick St | 0.36 | 25000 | F | From: | Wilkes St | | | | | F | 0.081 | F | 26000 | F | 2003 | |
| | | | | | Combined Traffic: | 48000 | F | 97% | 1% | 2% | | | | | | | 0% |
| 1 | Patrick St | 0.72 | 22000 | F | From: | SR 7 King St | | | | | C | 0.085 | F | 23000 | F | 2003 | |
| | | | | | Combined Traffic: | 42000 | F | 93% | 1% | 1% | | | | | | | 4% |
| 7 | King St | 1.09 | 46000 | F | From: | 1st Street | | | | | C | 0.073 | F | 0.554 | 49000 | F | 2003 |
| | | | | | To: | WCL Alexandria | | | | | | | | | | | |
| 7 | King St | 0.65 | 19000 | G | From: | I-395 | | | | | C | 0.081 | F | 0.568 | 21000 | G | 2003 |
| | | | | | To: | Braddock Rd | | | | | | | | | | | |
| 7 | King St | 1.91 | 15000 | F | From: | Braddock Rd | | | | | C | 0.09 | F | 0.58 | 16000 | F | 2003 |
| | | | | | To: | Russell Rd | | | | | | | | | | | |
| 7 | King St | 0.38 | 17000 | F | From: | Russell Rd | | | | | F | 0.082 | F | 0.531 | 19000 | F | 2003 |
| | | | | | To: | West St | | | | | | | | | | | |
| 7 | King St | 0.48 | 7800 | F | From: | West St | | | | | C | 0.078 | F | 0.548 | 8400 | F | 2003 |
| | | | | | To: | Washington St | | | | | | | | | | | |
| North 95 | Capital Beltway | 0.37 | 70000 | F | From: | Fairfax County Line | | | | | F | 0.067 | F | 73000 | F | 2003 | |
| | | | | | Combined Traffic: | 142000 | F | 93% | 1% | 1% | | | | | | | 1% |
| Capital Beltway is also signed as I-495 | | | | | | | | | | | | | | | | | |
| North 95 | Capital Beltway | 0.95 | 78000 | F | From: | US 1 | | | | | F | 0.068 | F | 82000 | F | 2003 | |
| | | | | | Combined Traffic: | 150000 | F | 92% | 1% | 1% | | | | | | | 1% |
| Capital Beltway is also signed as I-495 | | | | | | | | | | | | | | | | | |
| South 95 | Capital Beltway | 0.71 | 73000 | F | From: | District of Columbia Line, Potomac River | | | | | F | 0.065 | F | 76000 | F | 2003 | |
| | | | | | Combined Traffic: | 142000 | F | 93% | 1% | 1% | | | | | | | 1% |
| Capital Beltway is also signed as I-495 | | | | | | | | | | | | | | | | | |
| South 95 | Capital Beltway | 0.61 | 72000 | F | From: | US 1 | | | | | F | 0.073 | F | 76000 | F | 2003 | |
| | | | | | Combined Traffic: | 150000 | F | 92% | 1% | 1% | | | | | | | 1% |
| Capital Beltway is also signed as I-495 | | | | | | | | | | | | | | | | | |
| 95 | | | | From: | District of Columbia Line, Potomac River | | | | | | | | | | | | |
| | | | | To: | | | | | | | | | | | | | |

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| Route | | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------------------------------------------------------------------|-------------------|--------|-------|-------|---------------------------------------|------------------------------------|-------|--------|--------|--------|-------|-------------|--------|---------------|-------|------|------|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | | |
|  | Duke Street | 0.06 | 41000 | N | From: | Fairfax County Line | | | | N | 0.086 | N | 0.526 | 44000 | N | 2003 | |
| | | | | | To: | | | | | | | | | | | | |
|  | Duke St | 0.34 | 62000 | F | From: | WCL Alexandria | | | | F | 0.073 | F | 0.519 | 67000 | F | 2003 | |
| | | | | | To: | | | | | | | | | | | | |
|  | Duke St | 0.32 | 65000 | F | From: | I-395 | | | | F | 0.073 | F | 0.507 | 71000 | F | 2003 | |
| | | | | | To: | | | | | | | | | | | | |
|  | Duke St | 0.36 | 34000 | G | From: | SR 401 Van Dorn St | | | | F | NA | | 36000 | G | 2003 | | |
| | | | | | To: | | | | | | | | | | | | |
|  | Duke St | 2.66 | 30000 | F | From: | N Pickett St | | | | C | 0.076 | F | 0.64 | 33000 | F | 2003 | |
| | | | | | To: | | | | | | | | | | | | |
|  | Duke St | 1.26 | 24000 | F | From: | SR 241 Telegraph Rd | | | | C | 0.076 | F | 0.636 | 27000 | F | 2003 | |
| | | | | | To: | | | | | | | | | | | | |
|  | Duke St | 0.24 | 11000 | F | From: | US 1 SB Henry St | | | | C | 0.071 | F | 0.508 | 12000 | F | 2003 | |
| | | | | | To: | SR 400 Washington St | | | | | | | | | | | |
|  | Telegraph Rd | 0.39 | 50000 | N | From: | Fairfax County Line | | | | N | 0.085 | N | 0.592 | 54000 | N | 2003 | |
| | | | | | To: | | | | | | | | | | | | |
|  | Telegraph Rd | 0.21 | 52000 | F | From: | Maintenance Break | | | | C | 0.092 | F | 0.717 | 57000 | F | 2003 | |
| | | | | | To: | SR 236 WB | | | | | | | | | | | |
|  | Combined Traffic: | 0.21 | 74000 | A | From: | Fairfax County Line | | | | C | 0.079 | A | | 78000 | A | 2003 | |
| | | | | | To: | | | | | | | | | | | | |
|  | Combined Traffic: | 1.64 | 73000 | G | From: | SR 236 Duke St | | | | F | 0.075 | F | | 76000 | G | 2003 | |
| | | | | | To: | | | | | | | | | | | | |
|  | Combined Traffic: | 1.11 | 77000 | G | From: | Seminary Rd | | | | F | 0.074 | F | | 80000 | G | 2003 | |
| | | | | | To: | | | | | | | | | | | | |
|  | Combined Traffic: | 179000 | G | From: | SR 7 King St, Arlington County Line | | | | F | NA | | 194000 | G | | | | |
| | | | | To: | | | | | | | | | | | | | |
|  | Combined Traffic: | 0.26 | 70000 | G | From: | Quaker Lane, Arlington County Line | | | | F | 0.087 | F | | 72000 | G | 2003 | |
| | | | | | To: | | | | | | | | | | | | |
|  | Combined Traffic: | 163000 | G | From: | Arlington County Line | | | | F | NA | | 176000 | G | | | | |
| | | | | To: | | | | | | | | | | | | | |
|  | Combined Traffic: | 2.19 | 27000 | A | From: | Fairfax County Line | | | | C | 0.137 | A | | 36000 | A | 2003 | |
| | | | | | To: | | | | | | | | | | | | |
|  | Combined Traffic: | 180000 | A | From: | Seminary Rd | | | | C | 0.080 | A | | 196000 | A | | | |
| | | | | To: | | | | | | | | | | | | | |
|  | Combined Traffic: | 0.71 | 30000 | G | From: | SR 236 Duke St | | | | C | 0.094 | F | | 38000 | G | 2003 | |
| | | | | | To: | | | | | | | | | | | | |
|  | Combined Traffic: | 179000 | G | From: | Arlington County Line, SR 7 Underpass | | | | F | NA | | 194000 | G | | | | |
| | | | | To: | | | | | | | | | | | | | |
|  | Combined Traffic: | 0.26 | 30000 | G | From: | Quaker Lane, Arlington County Line | | | | F | 0.107 | F | | 39000 | G | 2003 | |
| | | | | | To: | | | | | | | | | | | | |
|  | Combined Traffic: | 163000 | G | From: | Arlington County Line | | | | F | NA | | 176000 | G | | | | |
| | | | | To: | | | | | | | | | | | | | |
|  | Combined Traffic: | 0.71 | 78000 | A | From: | Fairfax County Line | | | | C | 0.084 | A | | 82000 | A | 2003 | |
| | | | | | To: | | | | | | | | | | | | |
|  | Combined Traffic: | 180000 | A | From: | SR 236 Duke St | | | | C | 0.080 | A | | 196000 | A | | | |
| | | | | To: | | | | | | | | | | | | | |
|  | Combined Traffic: | 1.44 | 76000 | G | From: | Seminary Rd | | | | F | 0.082 | F | | 79000 | G | 2003 | |
| | | | | | To: | | | | | | | | | | | | |
|  | Combined Traffic: | 176000 | G | From: | | | | | F | NA | | | 191000 | G | | | |
| | | | | To: | | | | | | | | | | | | | |

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| Route | | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year | |
|--------------------|-------------------|---------------|----------------------|-------|-------|---------------------------------------------------------------------------|-------|--------|--------|--------|----|-------------|-------|---------------|--------|-------|-------|------|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | | | |
| South 395 | | | | | From: | Seminary Rd | | | | | | | | | | | | |
| | | 0.75 | 72000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.088 | F | | 75000 | G | 2003 | |
| | Combined Traffic: | | 179000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | NA | | | 194000 | G | | |
| South 395 | | | | | From: | SR 7 King St, Arlington County Line Quaker Lane, Arlington County Line | | | | | | | | | | | | |
| | | 0.26 | 63000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.082 | F | | 65000 | G | 2003 | |
| | Combined Traffic: | | 163000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | NA | | | 176000 | G | | |
| 400 | Washington St | 0.91 | 26000 | F | 99% | 1% | 1% | 0% | 0% | 0% | C | 0.105 | F | 0.801 | 28000 | F | 2003 | |
| | 400 | Washington St | 0.32 | 29000 | F | 99% | 1% | 1% | 0% | 0% | 0% | F | 0.077 | F | 0.652 | 32000 | F | 2003 |
| | | 400 | Washington St | 0.39 | 34000 | F | 99% | 1% | 1% | 0% | 0% | 0% | F | 0.082 | F | 0.656 | 37000 | F |
| 400 | | | Washington St | 0.17 | 32000 | F | 97% | 1% | 1% | 0% | 0% | 0% | C | 0.094 | F | 0.644 | 35000 | F |
| | 401 | | Van Dorn St | 0.62 | 48000 | F | 97% | 0% | 1% | 1% | 0% | 0% | F | 0.074 | F | 0.566 | 52000 | F |
| | | 401 | Van Dorn St | 0.43 | 32000 | F | 97% | 0% | 1% | 1% | 0% | 0% | C | 0.073 | F | 0.697 | 35000 | F |
| 401 | | | Van Dorn St | 1.56 | 22000 | F | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.088 | F | 0.769 | 24000 | F |
| | 402 | | Quaker Lane | 0.69 | 19000 | F | 99% | 1% | 1% | 0% | 0% | 0% | F | 0.086 | F | 0.652 | 21000 | F |
| | | 402 | Quaker Lane | 0.96 | 21000 | F | 99% | 1% | 1% | 0% | 0% | 0% | C | 0.082 | F | 0.576 | 23000 | F |
| 420 | | | Seminary Rd | 1.72 | 15000 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.097 | F | 0.619 | 16000 | F |
| | 420 | | Janneys La | 1.03 | 6800 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.118 | F | 0.689 | 7500 | F |
| | | 90005 400 | Washington St | 0.91 | 26000 | F | 99% | 1% | 1% | 0% | 0% | 0% | C | 0.105 | F | 0.801 | 28000 | F |
| 90005 400 | | | Washington St | 0.32 | 29000 | F | 99% | 1% | 1% | 0% | 0% | 0% | F | 0.077 | F | 0.652 | 32000 | F |
| | 90005 400 | | Washington St | 0.39 | 34000 | F | 99% | 1% | 1% | 0% | 0% | 0% | F | 0.082 | F | 0.656 | 37000 | F |
| | | 90005 400 | Washington St | 0.17 | 32000 | F | 97% | 1% | 1% | 0% | 0% | 0% | C | 0.094 | F | 0.644 | 35000 | F |
| 90005 | | | George Washington Me | 1.81 | 33000 | O | 96% | 0% | 1% | 1% | 1% | 0% | F | NA | | 490 | G | 2003 |
| | 1 | | Cameron St | 1.00 | 5700 | F | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.123 | F | | 6200 | F |
| | | 2 | Daingerfield Rd | 0.19 | 5700 | F | 95% | 2% | 2% | 0% | 1% | 0% | C | 0.096 | F | 0.686 | 6300 | F |
| 3 | | | Filmore Ave | 0.36 | 3100 | F | 93% | 5% | 1% | 0% | 0% | 0% | C | 0.094 | F | 0.563 | 3400 | F |

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City of Alexandria

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------|--------|-------|----|-------|---------------------------------|-------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | |
| 4 Franklin St | 0.40 | 2900 | F | From: | Patrick St | | | | | C | 0.123 | F | 0.863 | 3200 | F | 2003 |
| | | | | To: | Fairfax St | | | | | | | | | | | |
| 5 Gibbon St | 0.40 | 2100 | F | From: | Patrick St | | | | | C | 0.102 | F | 0.848 | 2300 | F | 2003 |
| | | | | To: | Fairfax St | | | | | | | | | | | |
| 6 Holland La | 0.32 | 9100 | F | From: | Eisenhower Ave | | | | | C | 0.096 | F | 0.777 | 10000 | F | 2003 |
| | | | | To: | Duke St | | | | | | | | | | | |
| 7 King Street | 0.24 | 5500 | F | From: | SR 400 | | | | | F | 0.083 | F | 0.511 | 6100 | F | 2003 |
| | | | | To: | 100-21 Fairfax Street | | | | | | | | | | | |
| 8 Lincolnia Rd | 0.11 | 5600 | F | From: | Breckenridge Pl | | | | | C | 0.068 | F | 0.593 | 6100 | F | 2003 |
| | | | | To: | Beauregard St | | | | | | | | | | | |
| 9 Mill Rd | 0.88 | 4600 | F | From: | W Eisenhower Ave | | | | | C | 0.150 | F | 0.894 | 5000 | F | 2003 |
| | | | | To: | E Eisenhower Ave | | | | | | | | | | | |
| 10 Montgomery St | 0.48 | 3900 | F | From: | Fairfax St | | | | | C | 0.097 | F | | 4200 | F | 2003 |
| | | | | To: | Henry St | | | | | | | | | | | |
| 11 Pendleton St | 0.66 | 3400 | F | From: | West St | | | | | C | 0.114 | F | 0.501 | 3700 | F | 2003 |
| | | | | To: | Fairfax St | | | | | | | | | | | |
| 12 Pershing Ave | 0.16 | 9000 | F | From: | Telegraph Rd | | | | | C | 0.119 | F | 0.856 | 9800 | F | 2003 |
| | | | | To: | Stovall St | | | | | | | | | | | |
| 13 Prince St | 0.50 | 7100 | F | From: | Reinekers Ln | | | | | C | 0.135 | F | 0.561 | 7800 | F | 2003 |
| | | | | To: | US 1 Pratrck St | | | | | | | | | | | |
| 13 Prince St | 0.42 | 2100 | F | From: | US 1 | | | | | C | 0.106 | F | 0.551 | 2300 | F | 2003 |
| | | | | To: | Fairfax St | | | | | | | | | | | |
| 14 Slaters La | 0.38 | 12000 | F | From: | US 1 | | | | | C | 0.086 | F | 0.569 | 13000 | F | 2003 |
| | | | | To: | George Washington Memorial Pkwy | | | | | | | | | | | |
| 15 Stevenson Ave | 0.16 | 11000 | F | From: | Walker St | | | | | C | 0.086 | F | 0.563 | 12000 | F | 2003 |
| | | | | To: | S Van Dorn St | | | | | | | | | | | |
| 16 Stoval Street | 0.13 | 10000 | F | From: | 100-6588; Eisenhower Ave | | | | | F | 0.114 | F | 0.519 | 11000 | F | 2003 |
| | | | | To: | 100-9 Mill Rd | | | | | | | | | | | |
| 17 Walker St | 0.10 | 22000 | F | From: | Stevenson Rd | | | | | C | 0.076 | F | 0.568 | 24000 | F | 2003 |
| | | | | To: | SR 236 Duke St | | | | | | | | | | | |
| 18 West St | 0.63 | 4800 | F | From: | Duke St | | | | | C | 0.099 | F | 0.532 | 5300 | F | 2003 |
| | | | | To: | Wythe St | | | | | | | | | | | |
| 19 1st Street | 0.06 | 5200 | F | From: | Washington St | | | | | C | 0.122 | F | 0.763 | 5700 | F | 2003 |
| | | | | To: | Asaph St | | | | | | | | | | | |
| 19 1st Street | 0.05 | 3700 | F | From: | US 1 | | | | | C | 0.113 | F | 0.767 | 4000 | F | 2003 |
| | | | | To: | Pitt St | | | | | | | | | | | |
| 20 Wythe St | 0.66 | 4400 | F | From: | West St | | | | | C | 0.111 | F | 0.665 | 4800 | F | 2003 |
| | | | | To: | Fairfax St | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|-------|----|-------|----------------------------|-----------------|--------|--------|--------|-------|-------------|-------|---------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | |
| (21) Fairfax St | 1.12 | 5900 | F | From | Franklin St | | | | C | 0.103 | F | 0.620 | 6400 | F | 2003 | |
| | | | | To | Montgomery St | | | | | | | | | | | |
| (22) Church Street | 0.09 | 6100 | F | From | I-95 Ramp | | | | F | 0.113 | F | 0.967 | 6600 | F | 2003 | |
| | | | | To | SR 400 South Washington St | | | | | | | | | | | |
| (6500) Duke St | 0.23 | 2700 | F | From | Washington St | | | | C | 0.081 | F | 0.506 | 2900 | F | 2003 | |
| | | | | To | Fairfax St | | | | | | | | | | | |
| (6572) Edsall Rd | 0.49 | 16000 | F | From | WCL Alexandria | | | | C | 0.076 | F | 0.572 | 18000 | F | 2003 | |
| | | | | To | Van Dorn St | | | | | | | | | | | |
| (6572) Edsall Rd | 0.24 | 11000 | F | From | Van Dorn St | | | | F | 0.083 | F | 0.555 | 12000 | F | 2003 | |
| | | | | To | S Pickett St | | | | | | | | | | | |
| (6573) Van Dorn St | 1.08 | 6600 | F | From | Seminary Rd | | | | C | 0.121 | F | 0.895 | 7200 | F | 2003 | |
| | | | | To | King St SR 7 | | | | | | | | | | | |
| (6575) S Pickett St | 0.36 | 12000 | F | From | Van Dorn St | | | | F | 0.079 | F | 0.566 | 13000 | F | 2003 | |
| | | | | To | Edsall Rd | | | | | | | | | | | |
| (6575) S Pickett St | 0.57 | 17000 | F | From | Edsall Rd | | | | C | 0.078 | F | 0.511 | 19000 | F | 2003 | |
| | | | | To | Duke St SR 236 | | | | | | | | | | | |
| (6579) Clermont Ave | 0.13 | 14000 | F | From | Ramp To I-95 Ramp Fr I-95 | | | | C | 0.113 | F | 0.872 | 15000 | F | 2003 | |
| | | | | To | 100-6588 Eisenhower Ave | | | | | | | | | | | |
| (6583) W Taylor Run Pkwy | 0.52 | 3500 | F | From | Duke St | | | | C | 0.088 | F | 0.619 | 3900 | F | 2003 | |
| | | | | To | Janneys La | | | | | | | | | | | |
| (6584) Pitt St | 0.07 | 4000 | F | From | Montgomery St | | | | C | 0.112 | F | 0.778 | 4400 | F | 2003 | |
| | | | | To | 1St Street | | | | | | | | | | | |
| (6585) Commonwealth Ave | 0.94 | 6300 | F | From | King St | | | | F | 0.101 | F | 0.519 | 6900 | F | 2003 | |
| | | | | To | Monroe Ave | | | | | | | | | | | |
| (6585) Commonwealth Ave | 0.79 | 5400 | F | From | Monroe Ave | | | | C | 0.103 | F | 0.536 | 5900 | F | 2003 | |
| | | | | To | Mt Vernon Ave | | | | | | | | | | | |
| (6585) Commonwealth Ave | 0.41 | 3800 | F | From | Mt Vernon Ave | | | | F | 0.094 | F | 0.757 | 4100 | F | 2003 | |
| | | | | To | Reed St | | | | | | | | | | | |
| (6586) Diagonal Rd | 0.30 | 6800 | G | From | Duke St | | | | C | NA | | | 7300 | G | 2003 | |
| | | | | To | King St | | | | | | | | | | | |
| (6587) Powhatan St | 0.45 | 2700 | F | From | Washington St | | | | C | 0.101 | F | 0.633 | 2900 | F | 2003 | |
| | | | | To | US 1 Jefferson Davis Hwy | | | | | | | | | | | |
| (6588) Eisenhower Ave | 0.94 | 9900 | F | From | SR 241 Telegraph Rd | | | | C | 0.108 | F | 0.838 | 11000 | F | 2003 | |
| | | | | To | Holland La | | | | | | | | | | | |
| (6591) Mt Vernon Ave | 1.21 | 8700 | F | From | Braddock Rd | | | | C | 0.083 | F | 0.551 | 9500 | F | 2003 | |
| | | | | To | Commonwealth Ave | | | | | | | | | | | |
| (6591) Mt Vernon Ave | 1.00 | 11000 | F | From | Commonwealth Ave | | | | F | 0.087 | F | 0.567 | 12000 | F | 2003 | |
| | | | | To | NCL Alexandria | | | | | | | | | | | |
| (6592) Braddock Rd | 1.72 | 12000 | F | From | Beauregard St | | | | C | 0.117 | F | 0.706 | 13000 | F | 2003 | |
| | | | | To | King St | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|-------|----|-------|-------------------|-----------------|--------|--------|--------|-------|-------------|-------|---------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | |
| (6592) Braddock Rd | 1.39 | 11000 | F | From: | King St | | | | C | 0.099 | F | 0.53 | 12000 | F | 2003 | |
| | | | | To: | Russell Rd | | | | | | | | | | | |
| (6592) Braddock Rd | 0.77 | 6800 | F | From: | Russell Rd | | | | F | 0.111 | F | 0.502 | 7400 | F | 2003 | |
| | | | | To: | West St | | | | | | | | | | | |
| (6593) Callahan Dr | 0.22 | 15000 | F | From: | Duke St SR 236 | | | | C | 0.085 | F | 0.580 | 17000 | F | 2003 | |
| | | | | To: | King St SR 7 | | | | | | | | | | | |
| (6593) Russell Rd | 0.89 | 9000 | F | From: | SR 7 King St | | | | F | 0.097 | F | 0.541 | 9800 | F | 2003 | |
| | | | | To: | Monroe Ave | | | | | | | | | | | |
| (6593) Russell Rd | 0.31 | 6100 | F | From: | Monroe Ave | | | | C | 0.112 | F | 0.540 | 6600 | F | 2003 | |
| | | | | To: | Windsor Ave | | | | | | | | | | | |
| (6593) Russell Rd | 1.06 | 6400 | F | From: | Windsor Ave | | | | F | 0.097 | F | 0.621 | 7000 | F | 2003 | |
| | | | | To: | Glebe Rd | | | | | | | | | | | |
| (6593) Russell Rd | 0.16 | 5600 | F | From: | Glebe Rd | | | | F | 0.112 | F | 0.716 | 6200 | F | 2003 | |
| | | | | To: | Mt Vernon Ave | | | | | | | | | | | |
| (6594) Gunston Rd | 0.26 | 2100 | F | From: | Quaker Lane | | | | C | 0.142 | F | 0.793 | 2300 | F | 2003 | |
| | | | | To: | Valley Dr | | | | | | | | | | | |
| (6595) Quaker La | 0.62 | 24000 | F | From: | Duke St | | | | C | 0.084 | F | 0.685 | 26000 | F | 2003 | |
| | | | | To: | Seminary Rd | | | | | | | | | | | |
| (6595) Valley Dr | 1.33 | 820 | F | From: | Glebe Rd | | | | C | 0.097 | F | 0.517 | 900 | F | 2003 | |
| | | | | To: | Braddock Rd | | | | | | | | | | | |
| (6596) Monroe Ave | 0.79 | 10000 | F | From: | Russell Rd | | | | C | 0.088 | F | 0.584 | 11000 | F | 2003 | |
| | | | | To: | US 1 | | | | | | | | | | | |
| (6597) Monticello Blvd | 0.21 | 2600 | F | From: | Russell Rd | | | | C | 0.095 | F | 0.550 | 2900 | F | 2003 | |
| | | | | To: | Old Dominion Blvd | | | | | | | | | | | |
| (6597) Old Dominion Blvd | 0.71 | 820 | F | From: | Monticello Blvd | | | | C | 0.113 | F | 0.654 | 900 | F | 2003 | |
| | | | | To: | Glebe Rd | | | | | | | | | | | |
| (6597) Tennessee Ave | 0.17 | 1500 | F | From: | Old Dominion Blvd | | | | C | 0.100 | F | 0.676 | 1700 | F | 2003 | |
| | | | | To: | Halcyon Dr | | | | | | | | | | | |
| (6597) Tennessee Ave | 0.25 | 1500 | N | From: | Halcyon Dr | | | | N | 0.100 | N | 0.676 | 1700 | N | 2003 | |
| | | | | To: | Valley Dr | | | | | | | | | | | |
| (6597) Martha Custis Dr | 0.52 | 4500 | F | From: | Valley Dr | | | | C | 0.107 | F | 0.694 | 4900 | F | 2003 | |
| | | | | To: | Gunston Rd | | | | | | | | | | | |
| (6599) Cameron Mill Rd | 0.39 | 1600 | F | From: | Braddock Rd | | | | C | 0.093 | F | 0.518 | 1700 | F | 2003 | |
| | | | | To: | Summit Ave | | | | | | | | | | | |
| (6600) Crest St | 0.27 | 1200 | F | From: | Braddock Rd | | | | C | 0.094 | F | 0.523 | 1300 | F | 2003 | |
| | | | | To: | Valley Dr | | | | | | | | | | | |
| (6600) Summit Ave | 0.27 | 1500 | F | From: | Valley Dr | | | | F | 0.09 | F | 0.507 | 1600 | F | 2003 | |
| | | | | To: | Cameron Mills Rd | | | | | | | | | | | |
| (6600) Monticello Blvd | 0.23 | 2600 | F | From: | Cameron Mills Rd | | | | F | 0.113 | F | 0.658 | 2900 | F | 2003 | |
| | | | | To: | Old Dominion Blvd | | | | | | | | | | | |
| (6601) Scroggins Rd | 0.36 | 1400 | F | From: | King St | | | | C | 0.142 | F | 0.749 | 1600 | F | 2003 | |
| | | | | To: | Braddock Rd | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------------|--------|-------|----|-------|-----------------------------|-----------------|--|--|--|----|-------------|----|---------------|-------|----|------|
| City of Alexandria | | | | | | | | | | | | | | | | |
| <div>6602</div> W Glebe Rd | 0.94 | 16000 | F | From: | NCL Alexandria | | | | | F | 0.077 | F | 0.52 | 18000 | F | 2003 |
| | | | | To: | Mount Vernon Ave | | | | | | | | | | | |
| <div>6602</div> W Glebe Rd | 0.62 | 9800 | F | From: | US 1 | | | | | C | 0.075 | F | 0.568 | 11000 | F | 2003 |
| | | | | To: | | | | | | | | | | | | |
| <div>6604</div> Reed Ave | 0.54 | 3600 | F | From: | Mt Vernon Ave | | | | | C | 0.082 | F | 0.524 | 4000 | F | 2003 |
| | | | | To: | US 1 | | | | | | | | | | | |
| <div>6622</div> Beauregard St | 2.34 | 19000 | F | From: | WCL Alexandria | | | | | C | 0.127 | F | 0.557 | 21000 | F | 2003 |
| | | | | To: | Braddock Rd | | | | | | | | | | | |
| <div>6622</div> Beauregard St | 0.28 | 16000 | F | From: | SR 7 King St | | | | | C | 0.088 | F | 0.58 | 18000 | F | 2003 |
| | | | | To: | NCL Alexandria | | | | | | | | | | | |
| <div>6622</div> Walter Reed Dr | 0.07 | 14000 | F | From: | Van Dorn St | | | | | C | 0.091 | F | 0.668 | 16000 | F | 2003 |
| | | | | To: | Jordan St | | | | | | | | | | | |
| <div>6698</div> Taney Dr | 1.04 | 2700 | F | From: | Taney Ave | | | | | C | 0.099 | F | 0.562 | 2900 | F | 2003 |
| | | | | To: | Pickett St | | | | | | | | | | | |
| <div>6701</div> Pegram St | 0.78 | 2800 | F | From: | Pegram St | | | | | C | 0.111 | F | 0.592 | 3600 | F | 2003 |
| | | | | To: | Seminary Rd | | | | | | | | | | | |
| <div>6701</div> Pickett St | 0.15 | 3300 | F | From: | Beauregard St | | | | | C | 0.087 | F | 0.593 | 13000 | F | 2003 |
| | | | | To: | Van Dorn St | | | | | | | | | | | |
| <div>6702</div> Sanger Ave | 0.37 | 12000 | F | From: | Duke St SR236 | | | | | C | 0.089 | F | 0.697 | 6600 | F | 2003 |
| | | | | To: | Seminary Rd SR 420 | | | | | | | | | | | |
| <div>6703</div> Jordan St | 0.94 | 6000 | F | From: | Fairfax County Line, 29-716 | | | | | C | 0.077 | F | 0.589 | 43000 | F | 2003 |
| | | | | To: | Beauregard St | | | | | | | | | | | |
| <div>6706</div> Seminary Rd | 0.60 | 39000 | F | From: | I-395 Shirley Hwy, SR 420 | | | | | F | 0.086 | F | 0.568 | 54000 | F | 2003 |
| | | | | To: | | | | | | | | | | | | |
| <div>6707</div> Howard St | 0.92 | 4700 | F | From: | Jordan St | | | | | C | 0.115 | F | 0.784 | 5100 | F | 2003 |
| | | | | To: | Braddock Rd | | | | | | | | | | | |
| <div>6711</div> N Hampton St | 0.43 | 3900 | F | From: | Braddock Rd | | | | | C | 0.115 | F | 0.725 | 4300 | F | 2003 |
| | | | | To: | King St | | | | | | | | | | | |
| Braddock Rd. | | 14000 | F | From: | Kenwood Ave | | | | | | 0.096 | F | | 15000 | F | 2003 |
| | | | | To: | Crest St | | | | | | | | | | | |
| Canterbury La | | 240 | F | From: | Chancel Pl | | | | | | 0.096 | F | | 260 | F | 2003 |
| | | | | To: | Trinity Dr | | | | | | | | | | | |
| Clifford Ave. | | 420 | F | From: | Turner Rd | | | | | | 0.085 | F | | 460 | F | 2003 |
| | | | | To: | Montross Ave | | | | | | | | | | | |
| Curtis Ave. | | 320 | F | From: | Russell Rd | | | | | | 0.113 | F | | 350 | F | 2003 |
| | | | | To: | Rosecrest Ave | | | | | | | | | | | |
| Glendale Ave. | | 290 | F | From: | Newton St. | | | | | | 0.111 | F | | 320 | F | 2003 |
| | | | | To: | Wayne St. | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|----------------------------|--------|------|----|-------|-----------------------|-----------------|--|--|--|----|-------------|----|---------------|-------|----|------|
| 2Axle 3+Axle 1Trail 2Trail | | | | | | | | | | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | |
| Green St. | | 2900 | F | From: | Washington St | | | | | | 0.133 | F | | 3100 | F | 2003 |
| | | | | To: | Asaph St . | | | | | | | | | | | |
| Hickory St. | | 230 | F | From: | Kennedy St | | | | | | 0.123 | F | | 250 | F | 2003 |
| | | | | To: | Dead End | | | | | | | | | | | |
| Kentucky Ave | | 370 | F | From: | Old Dominion Blvd | | | | | | 0.113 | F | 0.609 | 400 | F | 2003 |
| | | | | To: | Russell Rd | | | | | | | | | | | |
| Key Dr. | | 200 | F | From: | Francis Hammond Pkwy. | | | | | | 0.107 | F | | 220 | F | 2003 |
| | | | | To: | Roan La. | | | | | | | | | | | |
| Mansion Dr. | | 290 | F | From: | Virginia Ave | | | | | | 0.103 | F | | 310 | F | 2003 |
| | | | | To: | Russell Rd | | | | | | | | | | | |
| Mount Vernon Ave. | | 7200 | F | From: | Monroe Ave | | | | | | 0.091 | F | | 7800 | F | 2003 |
| | | | | To: | Nelson Ave | | | | | | | | | | | |
| N. Owen St. | | 130 | F | From: | Taney Ave | | | | | | 0.139 | F | | 140 | F | 2003 |
| | | | | To: | Polk Ave | | | | | | | | | | | |
| Old Dominion Blvd. | | 970 | F | From: | Kentucky Ave | | | | | | 0.099 | F | | 1100 | F | 2003 |
| | | | | To: | Halcyan Dr | | | | | | | | | | | |
| Rayburn Ave | | 1200 | F | From: | Reading Ave | | | | | | 0.091 | F | | 1300 | F | 2003 |
| | | | | To: | N. Beauregard St | | | | | | | | | | | |
| Ridge Rd. | | 250 | F | From: | Summit Ave | | | | | | 0.137 | F | | 270 | F | 2003 |
| | | | | To: | Fordham Rd | | | | | | | | | | | |
| Rose Crest Ave. | | 390 | F | From: | Russel Rd | | | | | | 0.126 | F | | 430 | F | 2003 |
| | | | | To: | Custis Ave | | | | | | | | | | | |
| S Picket St | | 6300 | F | From: | Van Dorn | | | | | | 0.082 | F | | 6900 | F | 2003 |
| | | | | To: | Dead End | | | | | | | | | | | |
| S. French St. | | 670 | F | From: | Usher Ave | | | | | | 0.094 | F | | 730 | F | 2003 |
| | | | | To: | Duke St | | | | | | | | | | | |
| S. Yoakum St. | | 6500 | F | From: | Edsall Rd | | | | | | 0.083 | F | | 7100 | F | 2003 |
| | | | | To: | Stevenson Rd | | | | | | | | | | | |
| Stewart Ave. | | 450 | F | From: | Mt. Vernon Ave | | | | | | 0.077 | F | | 500 | F | 2003 |
| | | | | To: | Dewitt Ave | | | | | | | | | | | |
| Ulane Ave. | | 540 | F | From: | N. Gladden St. | | | | | | 0.09 | F | | 590 | F | 2003 |
| | | | | To: | N. Grayson St. | | | | | | | | | | | |
| West St. | | 5200 | F | From: | Pendleton St | | | | | | 0.101 | F | | 5700 | F | 2003 |
| | | | | To: | Oronoco St | | | | | | | | | | | |